

mild weather; and the generally favorable effect on vegetation, especially the winter grains.<sup>2</sup> The saving in transportation costs, while very great, is not so generally realized because ice and snow interruptions to transportation and the destruction of perishable foodstuffs by cold weather are thought of as unfortunate occurrences. Thus the lack of these may be hardly noticed.

The following excerpts from an extended article "Millions saved on mild winter," published in the New York Times, April 6, 1919 (sec. 2, p. 2) give some of the details of the saving which resulted from uninterrupted traffic in a great metropolis and elsewhere:

"The money saving of a mild winter benefits the shippers, the wholesale and retail dealers, the truckmen, who are able to maintain good deliveries, and the householders, whose coal bills decreased.

"The winter of 1917-18 and that of 1918-19 were two extremes and for that reason the comparison shows a more pronounced saving. \* \* \* New York City Street Cleaning Department records show that in the 1916-17 winter there were 46.2 inches of snow to contend with, and 7,879,824 cubic yards were removed at a cost of \$1,127,018, while in the 1917-18 winter, although there were only 22 inches of snow and 5,902,910 cubic yards were removed, the cost of removal was \$2,676,603. This was due to ice. \* \* \*

"Snow removal with the railroads is not a local but a country-wide problem. When it is mild in one part of the country, in another the railroad men may be fighting drifts and meeting the handicap of frozen switches. Removing snow and ice in an ordinary winter costs between \$5,000,000 and \$6,000,000, and in the winter of 1917-18 it was perhaps \$1,500,000 more. In the winter just ended the cost was far below the cost of an ordinary winter. A man connected with the traffic management of one of the big railroad companies estimated that a mild winter will show a saving of 25 per cent on the figures given, and in an extremely mild season, such as the winter just ended, there should be a saving of fully 50 per cent on the figures given. \* \* \*

"In estimating the saving on an open winter, such as that just ended, there must be reckoned the saving that came to New York through the uninterrupted flow of freight in and out of this city.

"\* \* \* Coal that in 1917-18 came to the coal ports solidly frozen in the cars had to be steamed out, sometimes to freeze again before it could be dumped into barges, flowed out last winter as freely as it does in June, and there was no need of the elaborate steam sheds that had been added to the railroad equipment in anticipation of another hard winter and a continuation of the wartime demand."—C. F. B.

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C. FITZHUGH TALMAN, Professor in Charge of Library.

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<sup>2</sup> See more detailed discussions in the REVIEW, 1918, November, pp. 537-538, December, p. 599; 1919, January, p. 52, February, p. 130, March, p. 192

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C. FITZHUGH TALMAN, Professor in Charge of Library.

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